



PRESERVING A SENSE OF PLACE-

VILLAGES ALONG THE RAILROADS



Map of Nansemond County showing roads and railroads from a Chamber of Commerce brochure from about 1918.

The railroads that helped to shape our economy in the late nineteenth and early twentieth centuries also helped to shape where and how people lived. Just as settlements had come into being along waterways in earlier days, after 1834 villages began to develop along the rails. The old town of Suffolk, which existed long before the railroads came, shifted its commercial center to accommodate this new key ingredient in the economy.

The railroads brought the mail and manufactured goods and carried farm products to market. Travel became far easier than it had been before. Even a Saturday day trip into town became easier and therefore a more frequent occurrence for farm families, thanks to the railroads.

THE SEABOARD AIR LINE RAILROAD

In July of 1834 horses pulled the cars of the first railroad to come to Suffolk. The Portsmouth and Roanoke Railroad ran 17 miles from Portsmouth through the edge of the Great Dismal Swamp to Suffolk when it made its first run. After two months a steam locomotive arrived to make the daily run between the two towns.

Track continued to be laid. After leaving Suffolk, the track proceeded through Nansemond County to Buckhorn (Purvis) and on to Carrsville in Isle of Wight County and farther into Southampton County, crossing the Blackwater River at Franklin. By July of 1835 a bridge spanned the Nottoway River taking the railroad to Handsome, Newsoms, Boykins, and Branchville. The tracks crossed the Meherrin River in North Carolina and by June of 1837 the Roanoke River was crossed at Weldon, North Carolina.

This railroad, along with steamboats, connected the port at Portsmouth with the whole Albemarle region in North Carolina and the Dan and Staunton Rivers in Virginia. This opened doors to new markets for farm products and offered more and easier connections for travelers.

In 1846 the Seaboard and Roanoke Railroad began operation after buying the assets of the Portsmouth and Roanoke Railroad at auction. By the 1890's the line was known as the Seaboard Air Line Railroad.

From a Seaboard railroad history by Richard E. Prince.

The stops in Nansemond County were **Magnolia (Stevens)**, **Suffolk**, and **Buckhorn (Purvis)**.

MAGNOLIA

Magnolia never grew to be a very large village even though it had several advantages. The railroad came in 1834, but even before that, the highway from Norfolk and Portsmouth to Suffolk and points south had always run through the area. The old highway is today's Nansemond Parkway and East Washington Street.

There also was the Magnolia Salt Sulphur Spring and Hotel just east of the village. When the Hotel was built is not clear, but it was offered for sale in a local newspaper in 1856. (See related advertisement)

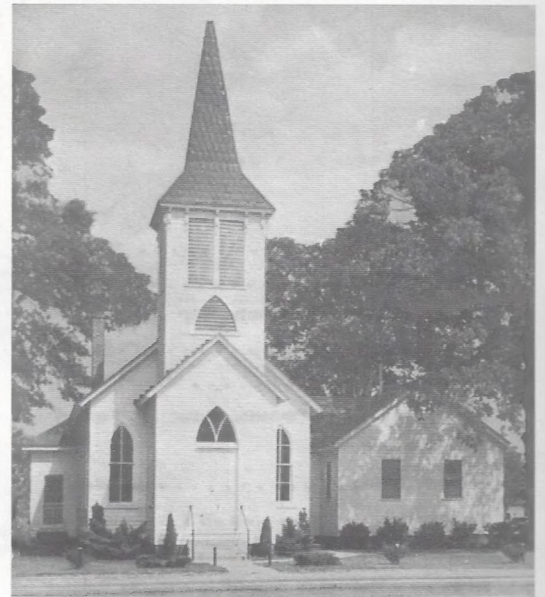
Around 1935 John Bright (b. 1930) moved with his family to a farm near Magnolia. About the time his family moved to the area, construction started on the new highway, known to us today as Portsmouth Boulevard.

Bright's family attended Magnolia United Methodist Church, which was at the intersection of the old highway and the new one. Mt. Zion Church was (and is) nearby about half way between Magnolia and the railroad crossing at Wilroy.

The post office, known as Stevens, was closed by John Bright's day and the service station on the old road had been replaced by two on the new road (one, rebuilt several times, is still in use). A grocery store with living quarters above was near the site of the present Village Auction Barn.

There had once been a two-room school about one and a half miles down Nansemond Parkway from the current intersection, but it was not open in John Bright's memory. He attended school in Driver.

As a young boy during World War II, Bright remembers heavy rail traffic. Only a few civilians, however, flagged the train in Magnolia to ride to Portsmouth. There was no station, but a 5' x 5' shack between the two tracks for the "train guard". A small building about 100 yards toward Norfolk held a railroad hand truck.



This is the second Magnolia Church building constructed around 1886. When the highway was widened around 1970, part of the building was cut off. The congregation constructed a new facility on Wilroy Road and moved, abandoning this building.



In the early to mid twentieth century this was the postmistress's house at Buckhorn. The post office was to the right (as we face the house) beside the tracks.

BUCKHORN

This village was named according to legend because of a buck's horn found when the railroad was being built in 1834-1835. The post office was named for an early Postmaster-Purvis.

According to the historian, W. E. MacClenny, around 1930 this village had several stores, a cotton gin and pork packing houses. There was a grade school, a white church and an early black church, Piney Grove. In 1930 the population of Buckhorn was listed at 105. 🐘

TRUST SALE

Magnolia Salt Sulphur Spring and Farm and other Estate

BY virtue of Deed of Trust executed by David Jordan to me for the benefit of his creditors generally, and duly recorded in the Clerk's Office of Nansemond County, I shall sell, on THURSDAY, THE FOURTH DAY OF DECEMBER NEXT, at Public Auction, on the Premises, the well known "MAGNOLIA FARM," contained 164 acres, situated between the Norfolk and Petersburg and the Seaboard and Roanoke Railroads, and accessible to both, *but immediately on the latter*, thirteen miles from Portsmouth, and four from Suffolk. Also, ninety acres of Woodland nearly adjoining.

On the first named piece of Land is the justly celebrated "MAGNOLIA SALT SULPHUR SPRING," analyzed by one of the first Chemists of the country, and which analysis is said to develop the most rare and valuable alternative and other mineral properties of any Water either in this county or Europe; and its efficacy in many chronic and other diseases, and its usually healthy location, should attract Capitalists to the merits of this property, for an extensive Eastern Watering Place.

The Proprietor states that the sales of the Water alone, although not introduced generally, beyond a few of the surrounding counties, have been worth \$1100 per year, and he thinks by a little enterprise they may reach an amount in a short time that will be of more importance than all other considerations.

The Land is rich in vegetable matter, and underlaid with rich decomposed *shell marl*, reaching in some places within four and a half feet of the surface, and the Farm would make one of the best *Trucking Farms* in the county, from the fact of its fertility and easy access to market.

The improvements will accommodate seventy-five visitors, and are in good order together with all necessary out buildings. The whole improvements cost at least \$5000.

Also, at the same time and place, will be sold all the Furniture, of every kind, lately used in the Hotel and Cottages of the place, together with all other chattel Property, to-wit: Corn, Farming Implements, &c., &c. Also, a Negro Woman, a good cook and washer; and likely Boy, fifteen years old.

For the analysis of the Water, which will be sent by mail by order, or any further particulars, apply to David Jordan, on the premises, or the subscriber in Suffolk, VA. Sale *positive*.

The title is believed to be good, but selling as Trustee I shall only give a Deed with special warranty.

Terms- The Farm and Land, one half at six months and the other half at twelve months, with interest from the date to be satisfactorily secured to the Trustee- The Negroes cash; and the chattel estate at three months, with interest from date. Bond and good security for all sums over \$20; that and under cash.

JNO. R. Kilby, Trustee.

Suffolk, Va., Oct. 15, 1856.

This ad is from an old newspaper was provided by Andy Maxey.

NORFOLK AND WESTERN RAILROAD

This was the second railroad to come to Suffolk. The Norfolk and Petersburg was built in 1851 under the direction of William Mahone, a young Southampton County native and VMI graduate who later achieved some fame as an officer in the Confederate Army. His railroad took a bigger swing into the Dismal Swamp, making construction more difficult.

The Norfolk and Petersburg became the Norfolk and Western. The village of Myrtle developed along the Norfolk and Western.



Western Branch Baptist Church near Myrtle was established in 1779 and is the oldest Baptist Church in old Nansemond County. Picture taken c. 1925.

MYRTLE

Orville White was born near Myrtle in 1931. As he remembers it, there were two stores in Myrtle in the 1930's and one housed the post office. A section house for the railroad was beside the tracks. It still stands and is a private residence.

There was a siding where fertilizer and feed were delivered; it is no longer in use. There was no depot- passengers flagged the train. The train (Norfolk Southern now) speeds through Myrtle today without stopping. 🚂



Old section house at Myrtle.

Train Station News

The exhibit at the train station through Labor Day is Moving on the Rails: America in Four Wars. Four cases display pictures and other memorabilia from the four wars in which railroads played a major role- the Civil War, the Spanish American War, World Wars I and II. Thanks to all our members and other friends who have helped with this. Do you know what connection the community of Hobson has to the Spanish American War? Come to the station and find out.

Hours: 9-5 Monday through Friday (Visitor Center open and RR museum closed on Mondays and Tuesdays), 10-4 Saturday, 1-4 Sunday.

Suggested donations for museum \$2.00 adults, 1.00 children.

Phone number - 923-3880

Are you interested in being a volunteer? Applications may be picked up at the station.

Thanks to a volunteer, fresh vegetables are available at the station several times a week. Proceeds benefit the station.

THE GAY'S
MANUFACTURING COMPANY-
LUMBER MANUFACTURERS

Among the many enterprises which, during the past few years, have marked the revival of Suffolk's Trade and increased her commercial importance, the Gay Manufacturing Company, with its various present and prospective interests, may be justly regarded as occupying a foremost position. It was re-organized in April, 1884, and is now one of the largest employers of labor in this and the adjoining counties. Its present officers are: W. N. Camp, President; Chas. F. Pitt, Jr., Secretary; Geo. L. Barton, Treasurer; W. N. Camp, Chas. F. Pitt, Jr., John S. Gittings, S. P. Ryland, Jr., Chauncey Brooks and W. H. Bosley, Directors. The offices of the Company are at the Suffolk Mill, which is situated on the North side of the river, and occupies, with its lumberyard, an area of about five acres, having an extended river-front, with deep water, and ample wharfage accommodation for its enormous business. This mill alone has a daily capacity of 30,000 feet of lumber, and gives employment to about fifty hands. The logging business of the Company in this County (Nansemond) and in Gates County, N.C. employs as many more. The Company owns another mill near Cypress Chapel, Nansemond County, with a daily capacity of nearly 15,000 feet of lumber, where thirty-five hands are employed. In addition to these they control a smaller mill, in the same neighborhood, with a capacity of 10,000 feet and an average of twenty-five hands. Their present business, therefore, turns out daily about 55,000 feet of lumber, besides large quantities of fire-wood, and given steady employment to over 150 hands. But this is not all. They are now erecting a new mill, near Sunbury, N.C., which will have a daily capacity of 60,000 feet of lumber and give work to 150 hands. The Stearns Manufacturing Company, of Erie, PA., have been awarded the contract for the machinery, which will be of the most approved kind and will comprise the great modern invention, Wilkins' Patent Balance Gang. The yield of this mill will come over the Suffolk & Carolina Railroad to Suffolk, which will be the distributing point of this whole immense business. The Gay Manufacturing Company has also purchased large tracts of fine timber land not only in Nansemond but also in Gates, Chowan and Perquimans Counties, North Carolina, as well as the standing timber on other tracts. With abundant capital and long practical experience, a great future may safely be predicted for this enterprising Company, while there can be no question as to its beneficial and stimulating influence upon the industrial and commercial interests of Suffolk.

-From Pollock's 1886 Suffolk Sketchbook

SUFFOLK AND CAROLINA RAILROAD

The Gay Manufacturing Company, a lumber business, was started soon after the Civil War by William H. Gay, who settled in Suffolk. When the company was reorganized in 1884, Mr. Gay's son-in-law, William Nelson Camp of Southampton County, was president. The Suffolk and Carolina Railroad was started by Mr. Gay to further his lumber business.

The railroad is featured on the train station model. The railroad ran from the wharf in Suffolk to Gates County, North Carolina, and, eventually, to Montross Landing on the Chowan River near Edenton, North Carolina. Though it was built to move lumber to the two wharves, it also often carried some passengers.

Around 1907-10 it became part of the old Norfolk and Southern line.

After Suffolk, the Nansemond County stops were **Saunders**, **Cypress** and **Brinkley**. In Gates County, this railroad went through Corapeake and Sunbury.

Are you from Bosley Avenue, Causey Avenue or Gittings Street in Suffolk? Those streets were developed by the Montross Land Company and are named for the stockholders who were also directors of the Gay Manufacturing Company.



This old store building and small bump on White Marsh Road are the remains of Saunders.

SAUNDERS

When Willie Riddick (b. 1922) recalls Saunders in the 1930's, he remembers a bustling settlement. The post office was closed by then, but there was a freight station and several businesses owned by Sam Holland- a big country store, a sawmill, a cotton gin, a planing mill and a grist mill.

There was also a blacksmith's shop. Mr. Holland lived in a big house back off the road behind all his businesses. He was the first person in the area to have Delco power at his home.

The train ran to Edenton and Elizabeth City, but Mr. Riddick indicates that locals didn't have much time or money for travel other than a once a week trip by train into Suffolk in the fall after harvest. There were 10-12 families (perhaps 50-70 people) in the general area of Saunders. Mr. Holland went to school at Cypress, but his father had attended a one-room school that still stands on Adams Swamp Road.

Balm of Gilead Church has long stood on White Marsh Road near Saunders. In the 1930's the minister was a native of the area named "Square" Skinner.

Saunders is still mentioned sometimes on the weather given by one of the local television stations. It was named for postmaster James Riddick Saunders.

CYPRESS CHAPEL

An Anglican (Episcopal) Glebe Church was founded in 1746 at what became Cypress Chapel. After the Revolutionary War, the Anglican Church fell out of favor locally and for a while this was a Methodist Church. It became a Christian Church in 1794.

A community grew around the church, aided eventually, no doubt, by the railroad and its sawmill nearby. Once there

were three saloons, a general store/post office, a school (Cypress High School closed in the 1960's) and a Masonic hall. Historian W. E. MacClenny wrote in the 1930's that the population was about 20, but Irene Hunter Brinkley, who grew up there, says that there were a good many more people than that in walking distance of Cypress Chapel at the time.



The store and post office combination used to stand in the yard of this house known as the Brothers House.

ATLANTIC COAST LINE RAILROAD

In 1886 the Western Branch Railway was chartered to build a line from Pinners Point, Virginia, to the truck farms in Norfolk County and Nansemond County (now Chesapeake and Suffolk) near the Western Branch of the Elizabeth River. The new railroad provided farmers in that area with a direct rail route for shipping produce to markets in Philadelphia, New York, and Boston. Barton Myers, Mayor of Norfolk, representing Baltimore investors, acquired the charter for this railroad and was president of the company. In 1887-88, 12 miles of standard-gauge main line trackage was built with an additional eight miles of spurs to various truck farms.

At the same time, Theophilus Tunis of Baltimore and Goldsborough Serpell of Norfolk owned sawmills and large tracts of timberland on the Chowan River near Winton, North Carolina. They operated 26 miles of narrow-gauge logging railroad that ran south from Tunis. With their two locomotives, the men organized the Chowan and Southern Railroad. The American Construction Company extended the Chowan and Southern to Driver[s], Virginia, and (rebuilding part of the narrow-gauge line) to Tarboro, North Carolina. In 1888 the Western Branch Railway was absorbed by the Chowan and Southern Railroad, which became the Norfolk and Carolina Railroad in 1889. In 1900 the Norfolk and Carolina became the northeastern section of the Atlantic Coast Line Railroad.

This information is from a history of the ACL by Richard E. Prince.

The Nansemond County stops were **Deans** (on Shoulders Hill Road), **Driver** (and Beech Grove siding), **Nansemond, Nurney, Suffolk, Harrell's Siding, and Whaley**. The railroad ran through Gates County, North Carolina (with stops in Drum Hill, Gates Station, Roduco, and Eure) and crossed the Chowan River at Tunis to go on to Rocky Mount.

DEANS

E. K. Rabey III described Deans in the 1930's. He reported that there was a small depot with a big blue sign with DEANS in white letters. There were two waiting rooms in those segregated days and a large platform where feed, hay and fertilizer were brought in and produce was taken out. Tickets were purchased from the conductor, a Mr. Parker from Driver.

E.K. Rabey (Sr.) had a store, livery stable and post office. Local folks boarded their horses with him while they were away and often waited for the train in his store because it was warmer than the depot in the winter. There were many freight trains and two passenger trains each day.

There was a small grocery store (still standing, now a residence), and a blacksmith's shop. Dr. Leak's office was in a house that stood beside the home of another resident of the community, Mr. Langston, who had come from the Box Elder community. He and his assistant, Peter Bose worked for the highway department keeping ditches cleared out- and using horses that Mr. Langston kept- keeping the roads (all of them dirt) passable by dragging them regularly.

A new development, Bayberry Cove, is built beside the old railroad bed where much of the activity took place in the village of Deans when the country moved by rail.

DRIVER

Driver was a settlement early in our history being at the junction of the highway from Suffolk to Portsmouth (it was about halfway between the two). In this area was the home of Colonial Governor Richard Bennett whose name is still widely used. In the 1930's Driver had churches, a high school, three stores and a population of 200. Beech Grove Siding on the ACL ran to Bennett's Pasture Road to pick up produce from the Jones and Eberwine farms.

Judge William Wellington Jones was born in Driver in 1921. In his earliest memory of the village there was one store (two others were built in the late 20's) and the post office was in that store. The ACL station was busy with four or five trains a day.

This was a farming community. Judge Jones's father grew potatoes primarily, but the area produced many other food crops for shipping- spinach, kale, strawberries, string beans and cucumbers. Every family had an orchard for home use, growing apples, peaches, pears, plums, cherries, figs and grapes.

There were no paved roads- even the main road from Suffolk to Norfolk (now Nansemond Parkway) was covered with ciders. The only telephone was in the store until Amadeo Obici, the found of Planter's Peanuts, moved to the area; Mr. Obici had his own telephone line from his home to the Planters Factory in Suffolk. (He painted the telephone poles the Italian colors of green and white.) There was no electricity except for Delco plants here and there producing some limited power for the owners of the individual plants.

One early manufacturing concern at the edge of town was Ramsey Package Corporation at the intersection of Bennett's Pasture Road and Sleepy Hole Road. They made baskets, barrels and crates to be used for shipping vegetables.



This house at the corner of Shoulders Hill and Pughsville Roads was a small general store across a dirt road from the ACL station at Deans.



DeJarnette High School was built early in the twentieth century as the district agricultural school. Mrs. E. K. Duke, 100, the former Hilda Wilroy of Wilroy, attended at the Driver School. She remembers dormitories for students who came from other areas to attend school here. She went to school via horse and buggy.

WHALEYVILLE

Whaleyville This was just a crossroads in a clearing until the lumber business came. Seth Whaley built a sawmill in 1877, and then sold it to Jackson Brothers Lumber Company. In the 1870's the first narrow gauge line was built to Suffolk by Jackson Brothers to take lumber to the river. (The railroad went down the present day Commerce Street in Suffolk. Jackson Road is built on the old roadbed, too.)

In the 1880's the Norfolk and Carolina, forerunner of the ACL, was built through the village and Whaleyville became a bustling town. In 1930 there were three churches, a bank, a high school, cotton gins, and several stores. 1930 population was 500.

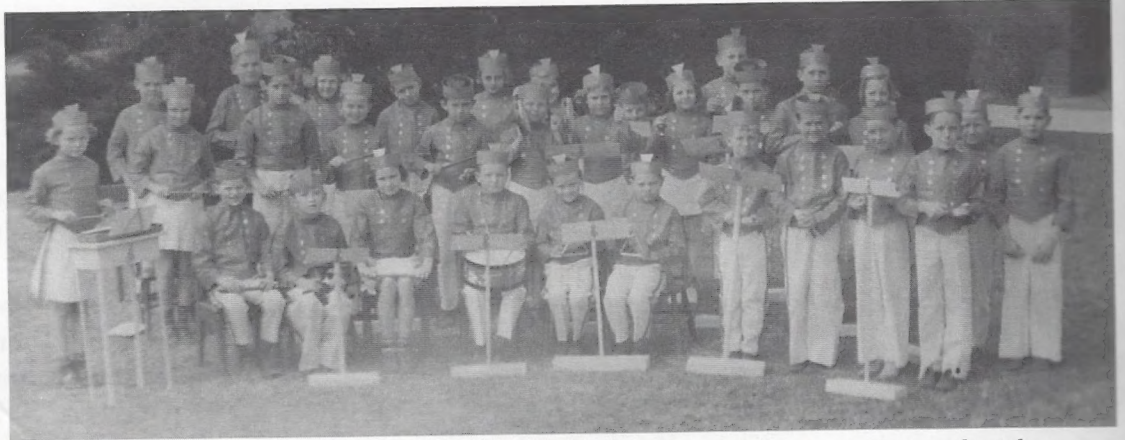
Henry Odom was born in his family home on Main Street in Whaleyville in 1930. He was delivered by Dr. Henry Holmes Hunter (Henry's uncle by marriage) whose office and home were just down the street. Main Street in Whaleyville is also Route 13, an important road then and now. That was paved in Henry's early life. The other streets were dirt except the 1st mile road to Whaley Station, which was covered with rocks.

There were several stores in Whaleyville in the 30's- one operated by Mr. Brothers and another by Mr. Small were right downtown. A third operated by Mr. Henry Vaughan was adjacent to the post office. Mr. Eason operated a blacksmith shop- there were still plenty of horses and mules being used. There was a service station downtown as well as a bank (with Mr. Knight as president) and a drugstore run by Mr. Parker. There was a gas station/store across from the schoolyard (now the location of the fire house).

Tent shows came to town in the summer and showed movies- mostly cowboy movies. Teachers (who were required to be unmarried) boarded at Dr. Hunter's house.

Whaley Station was a small wooden building where passengers could buy tickets and wait for the train. The stationmaster was Mr. Umphlett. Henry doesn't remember what freight was moved, but he remembers that there was a good bit of freight. Henry does remember how proud he felt going with Woodrow Vaughan to hand off mail and pick up mail at the railroad.

By the time Henry Odom came along, the mill that had given Whaleyville its initial jump-start was closed. Most men commuted to Suffolk or Norfolk/Portsmouth to work unless they owned their own business in the village. Vehicular traffic speeds through there now and there is little sign of the nearby Whaley Station. 🐾



Whaleyville High was built in 1915 and used until 1965. These young folks were in first grade at the adjacent elementary school in 1936. Some of the band members are: Lyman Gomer, Owen Eason, Willis Eley, Jimmy Vaughn, Thomas White, Reginald Parker, Belmont Baines, Kenneth Russell, Henry Odom, Billy Brothers, Louise Hedgepeth, Fayte Bradshaw, and Ernestine Blow. Thanks to Henry Odom.

HARRELL'S SIDING

Harrell's Siding on the Atlantic Coastline near Whaleyville had a store and there were section houses there for the railroad crews. One of the section houses still stands and is a residence. The siding was named for the family of V. B. Harrell who had a large farm there.



Bobbie Underwood (Chapman) is shown about 1945 at the home of her grandparents, Mr. and Mrs. Zachariah Hedgepeth, who had a country store by the railroad at Harrell's Siding. The ACL ran on the other side of the house shown here. The house still stands and though the track was taken up some time ago, the rail bed is easy to see.

THE VIRGINIAN

The Virginian Railroad (first the Tidewater Railroad) was built around the turn of the last century. Eventually it moved coal from the mountains to the coast. It also offered some passenger service.

The Virginian went through Magnolia and Kenyon but otherwise left little sign of itself in Nansemond County. It ran past the Seaboard Station in Suffolk on the north side and it is on the Virginian roadbed that Prentis Street has recently been built. 🐾

ATLANTIC AND DANVILLE

This railroad was built in the 1880's with English capital to run from Port Norfolk through Suffolk. It was later added to the Southern Railway system and reverted again to the Atlantic and Danville, which later became Norfolk Franklin and Danville. It went through Wilroy, Holland and Elwood.

WILROY

The former Miss Hilda Wilroy was born at Wilroy at the end of Wilroy Road in 1902. Her father, A. E. Wilroy, Jr., was a farmer who shipped produce- spinach, kale, potatoes, strawberries- from a siding not far from their home. He also ran a store that housed the post office.

For a while parcel post deliveries were made to nearby Beamon near Dr. Beamon's home (the home was demolished when Nansemond Parkway Elementary School was built). Later parcel post was brought to Wilroy. The store on the Norfolk Road (Nansemond Parkway today) across the tracks from the Wilroy house served as the post office. There was no depot at Wilroy. Passengers flagged the train from the side of the tracks.

The Wilroy home still stands. Hilda Wilroy's grandparents had built a typical two-story farmhouse on the site not long after the Civil War. In 1918 her parents made a large addition to the front.



The train still passes the site of Elwood.



*THE FARMERS BANK OF HOLLAND
& HOLLAND DRUG STORE*

The building housing these two businesses was built about 1913 by J.R. Holland and others and was first known as the Woodmen building. The Persimmon Tree Camp of the Woodmen of the World held their meetings in an auditorium on the second floor. J.R. Holland was head of the local Woodmen. In the left section of the first floor was the office of Dr. A. T. Sheffield. In the right portion of the first floor was a drug store. After Dr. Sheffield left town The Farmers Bank of Holland was organized in 1919 with E.T. Holland as its first president and J.D. Rawles as cashier. It continued until the 1960's when it was acquired by the Seaboard National Bank. The drug store was a popular gathering place for the locals for many years.

Picture and caption thanks to Bobby Jones

HOLLAND

Holland was already a crossroads from Suffolk with one road running to old South Quay and the other to Carrsville and Franklin. The railroad brought a slight shift in the location and boom in business and population. Around 1930 there was a depot for passengers and freight and there were several stores, cotton gins, blacksmith shops, peanut warehouses, and pork packers and there were two churches. This was eventually the largest of the towns in Nansemond County. Holland had a bank, a drugstore, and a hotel- the one where the first Ruritan Club was started. The town was incorporated with a mayor and town council. Population in 1930 was 400.

ELWOOD

Elwood once had a store and a post office. There was once a butter dish factory here as well. The Elwood Manufacturing Company was incorporated in 1894. The directors at incorporation were John A. Gum of Maryland, W.B. Ferguson of Suffolk, D. K. Joyner of Elwood, Elihu Joyner of Holland, and J.E. Rawls of Elwood. Elwood Road crosses the tracks today beside a vacant lot. *Information thanks to Bobby Jones.*

DISMAL SWAMP OPERATIONS OF CAMP MANUFACTURING COMPANY AND THE FRANKLIN AND CAROLINA RAILROAD.

BY CLIFFORD A. HEDGEPEETH, JR.

On May 2, 1944, The Franklin and Carolina Railroad was incorporated. It was wholly owned by Camp Manufacturing Company but was chartered by the Interstate Commerce Commission as a common carrier.

The main purpose of the line was to connect Camp's Franklin paper mill and sawmill with the Atlantic Coast Line, in what was then Nansemond County.

Construction was made over right of way that had been used to haul logs from the swamp after the Norfolk Southern abandoned its Suffolk line. The connection was made just south of Harrell's Siding and north of Whaley Station at a place called Franklin Junction. Originally the line had continued across the ACL to Camp 7 on Desert Road at what is now called the Railroad Ditch. Camp 7 had been moved in 1937 from its location at the Jericho Ditch because of the abandonment of the NS line. From Camp 7 the line continued on to Lake Drummond, with branches into the swamp for logging.

The track east of Franklin Junction was abandoned, along with Camp 7 a few years later when logging operations ceased in the Dismal Swamp.

Primary inbound traffic to Franklin consisted of logs, pulpwood, fuel oil, coal and chemicals- all necessary items for the production of lumber and paper.

Outgoing traffic was paper, lumber, tall oil (a byproduct of paper making used in the manufacturing of cosmetics) and wood pulp. In addition to the incoming and outgoing traffic, a great deal of mill switching was done at Franklin, where connections were made with the Atlantic and Danville and Seaboard.

While Camp had in its employ several engineers, The Franklin and Carolina only had one that was licensed to handle interstate traffic, Moody Way and one fireman, Eugene Fogan. They had to run all the trains that carried interchange traffic. Mr. Way had come from South Carolina where he had spent a number of years as an engineer. He even brought his whistle with him. He would move it from locomotive to locomotive until it was stolen. He once told me, "I'll keep on railroading until I find my whistle."

Motive power consisted of two steam engines, #30 a Baldwin 2-6-2, and #23, a Baldwin 4-6-0, and two Whitcomb 60 ton diesel-electric switchers, 100 and 110, purchased

from the U.S. Army. Mr. Way ran 110 and 30 while mill engineer George Ivey ran #100 and #23. The 110 was originally numbered 8000 but was changed to 110 shortly after delivery. 100 and 110 were painted silver and green. They originally had Buda diesel engines but were changed to 375 hp GM diesels in the 1950's.

Some time in the early 50's, the steam engines were sold for scrap.

Sand was provided about 2 miles west of Franklin, near the northern end of what is now the large aeration pond, or "C" pond, and water was provided at several points along the way. Water was added mostly with siphon pumps from watering holds. Coal and diesel fuel was at Franklin.

Rolling stock consisted of a large number of log and pulpwood cars.

In 1958, the decision was made to sell the line to the Atlantic Coast Line and the Franklin and Carolina ceased to exist. The Whitcomb diesel were disposed of and locomotive cranes handled mill switching, along with the railroads that served the mill. In 1967, the Seaboard and Atlantic Coast Line merged to form the SCL. The Franklin line was no longer needed as the Seaboard line already came to the mill. In 1972, the track was removed from just south of the mill to Franklin Junction.

Today International Paper has a large rail yard, in Franklin and switching is handled by a contractor.

The right of way still remains in a lot of places but is rapidly being reclaimed by nature.

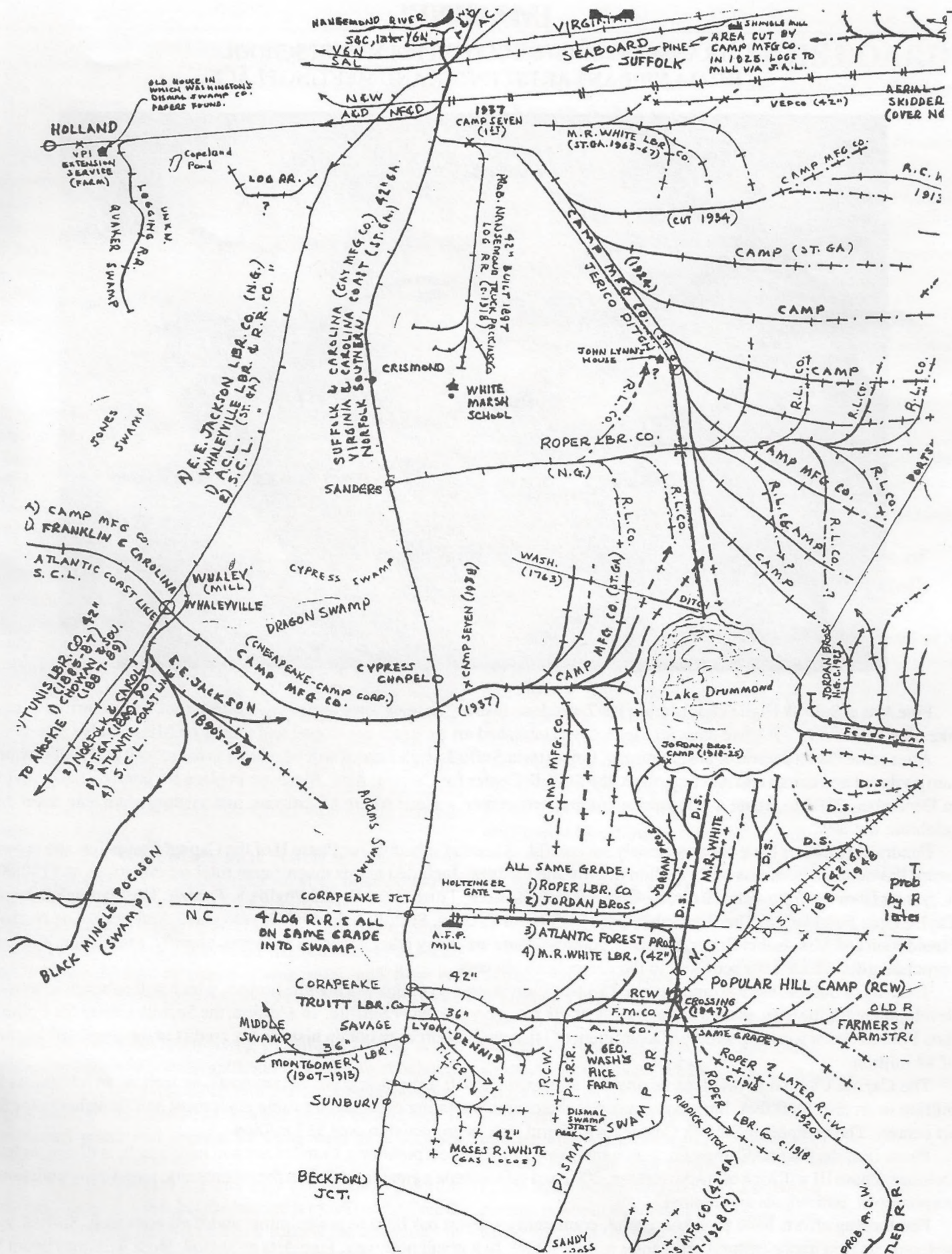
In conclusion, I would like to thank the public relations department of International Paper for providing much of the information. I would also like to thank the late Mr. Moody Way and the late Mr. David Council for providing most of the information about actual operation. This story is dedicated to their memory. 🐾

BIBLIOGRAPHY

Fitzgerald, H. H., *History of Camp Manufacturing Company*, Camp Manufacturing Company, 1955.

Interviews with Mr. Moody Way and Mr. David Council.

This originally appeared in the Southampton County Historical Society newsletter and is used with the permission of the author, a member of SNHS.



Numerous small railroads were built to move lumber. A map showing these lines appears in *A Dismal Swamp Atlas*.

IMAGINE!

TRANSFORMING THE OLD SUFFOLK HIGH SCHOOL INTO A VIBRANT ARTS CENTER AND MEETING PLACE



Fine Arts at Suffolk High School during 1947 was described as “an interesting and enjoyable program, fun and actually more like play than work.” A great start for the newly established art program developed and taught by Miss Gladys Yates.

After more than a decade of abandonment, Fine Arts at Suffolk High School will be reborn as the school will be renovated into a vibrant arts center and meeting place, the Suffolk Center for Cultural Arts. Plans are in place for construction to begin in December, 2003 to create a full service cultural arts center, a place where all citizens, and visitors alike, can learn and celebrate the arts.

Fundraising efforts have been extremely successful. Ahead of schedule for Phase II of the Capital Campaign, the private sector has donated in excess of \$2 million in gifts and pledges. Included in this magnificent total are donations of \$100,000 or greater from the following: Birdsong Corporation, Birdsong Trust, Peter D. and Phyllis S. Pruden, The Garland & Agnes Taylor Gray Foundation, The Honorable and Mrs. Elmon T. Gray, Suffolk Industrial Development Authority, The Norfolk Foundation and Mrs. Isabel Roper Yates. In addition, there are many other generous individual/family, foundation/trust and corporate gifts which have been key to the campaign’s success.

The City of Suffolk has also appropriated \$4.6 million in support of this worthwhile project, which will enhance economic development for the City, as well as the quality of life for every citizen of Suffolk. In addition, the Suffolk Center for Cultural Arts Foundation is working with the Department of Historic Resources to obtain historic tax credits in the projected amount of \$4 million.

The Capital Campaign involves raising the approximate \$10 million in construction costs, as well as an additional \$3 million in architectural fees, hazardous material abatement, operating costs and movable equipment and furnishings for the art center. The completed Suffolk Center for Cultural Arts is projected to cost \$13 million.

Phase II of the Capital Campaign, which involves contacting corporations, foundations and individuals, will conclude in October. Phase III will kick off in November, 2002 and will include a greater reach into the community, targeting foundations, corporations, individuals and alumni.

Fundraising efforts have been successful, community support has been overwhelming, and if all goes well, Suffolk will welcome its first major cultural arts center in July 2005! In a grand new way, Fine Arts at Suffolk High will once again be interesting and enjoyable.

SUFFOLK CENTER FOR CULTURAL ARTS • ROOTED IN HISTORY, REACHING FOR THE STARS!

TIDBITS

Dr Catherine Dennis supplied the following article (with her postscript) that appeared in a local paper in 1898. By the way, by the time this newsletter comes to you, Dr. Dennis should be celebrating her 101st birthday.

Married in Richmond

Two of Suffolk's best-known and most popular young men were married in Richmond on Saturday, June 4, 1898, an account of which we copy from last Sunday's *Dispatch*, as follows:

A double marriage took place at the residence of Rev. W. G. Starr, D.D., last night; when Kenneth B. McLeod, of Suffolk, quartermaster of Company F, Fourth Regiment, was united to Miss Lillie Dennis, daughter of Mr. Rufus G. Dennis, of Suffolk, and Luther W. Caulk, of Suffolk, a sergeant of Company G, Fourth Regiment, took as his bride Miss Stella Frawner, of Richmond, who captured the young sergeant's heart during a visit to Suffolk a year or two ago. Both grooms wore their regulation uniforms. Miss Dennis looked very sweet in a dress of pure, white, with lace trimming. Miss Frawner wore a combination costume and hat. Dr. Starr performed the ceremony in an impressive manner, the ring service being used.

Sergeant Hinton Hargrave, of Company G, conducted the preliminary arrangements for the ceremony, and he and the following relatives and friends witnessed the nuptials: W.L. McLeod and Hattie S. McLeod, father and sister, respectively, of the first named groom; Miss Annie Dennis, sister of his bride, and Misses Fannie and Belle Burch, of Richmond, his cousins; Miss Louise Britt, of Suffolk; Miss Mollie Frawner, of Richmond, and Miss Shackelford, of Hampton, sister and cousin, respectively, of Sergeant Caulk's bride.

The two young grooms will leave with their regiments today for Jacksonville. Mrs. McLeod will return to the home of her father, in Suffolk, and Mrs. Caulk will remain with her mother, in Richmond.

Both of the grooms were born in Suffolk in 1876, grew up as intimate playmates, nobly responded to their country's recent call for troops, and later took upon themselves the vows of matrimony at the same time. Their lives have been spent in Suffolk, where they are held in the highest esteem in social and business circles as manly young men, and they are followed by the prayers and best wishes of many relatives and friends.

Mrs. McLeod has been living in Suffolk for ten years, having grown up here from girlhood to young womanhood, and is noted for her personal charms and amiable disposition. Mrs. Caulk is a comparative stranger to our people, but is considered pretty and popular by those who have met her while visiting in our town.

The McLeod-Dennis nuptials were to have taken place on Tuesday, June 14, 1898, but the hurried removal of the Fourth Virginia regiment from Richmond caused the ceremony to take place on the eve of the groom's departure for Florida.

May the war-cloud soon pass over, and these newly-married couples be reunited, to live long and happily together. ♣

Postscript: The Tragedy of War

Kenneth B. McLeod developed double pneumonia in camp. With little medical attention there, his condition worsened and he died in 1904 from consumption. He was buried in the McLeod plot in Cedar Hill Cemetery in the area overlooking the railroad tracks. ♣

MOVING?

Please call 923-3880 to update your address. Remember: We want your old pictures and other Suffolk memorabilia. ♣

Tea Time and Tea Scapes

Visit the Hunter House Museum on Freemason Street in Norfolk September 27, 28, and 29 for their exhibit A Time for Tea. SNHS's train station museum will participate with "Tea on the Train". There is an admission fee of \$4.00. Call the Hunter House at 623-9814 for information. ♣

SOLD- COLLEGE COURT!!

College Court, The Finney School, and the adjacent Weinberg Office have been sold to Mickey Garcia of Garcia Development, L.L.C.. Restrictive covenants set by Preservation of Historic Suffolk were a condition of the conveyance. Work has begun and the For Sale sign is up again- this time offering completely renovated buildings. More on that in the next issue. ♣

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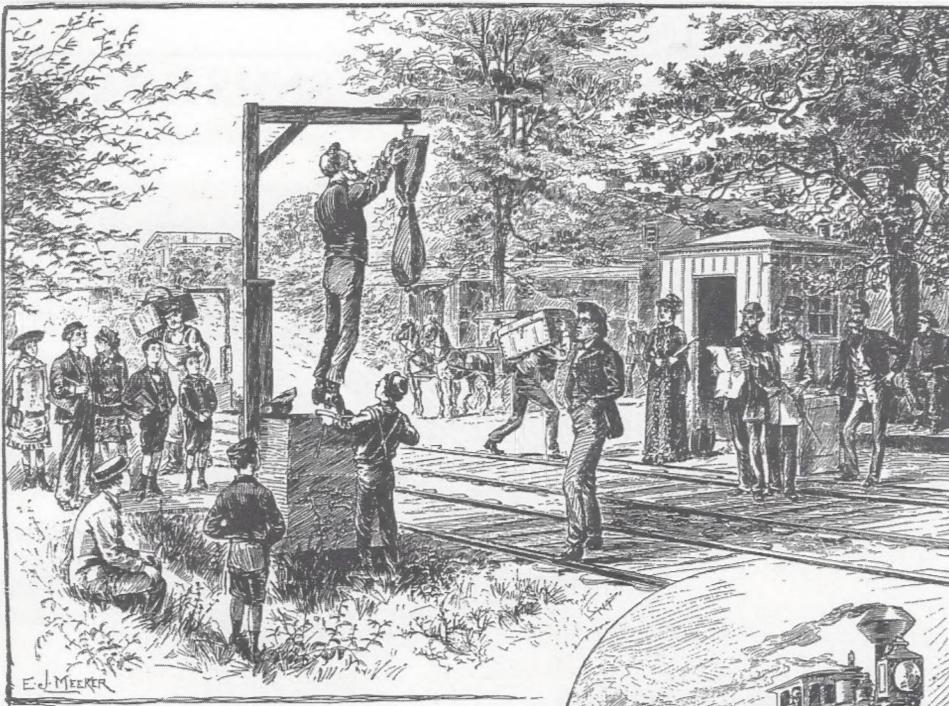
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Sending the Mail

PICTURE FROM THE COLLECTION OF ANDY MAXEY




Holy Neck Lumber and
Transportation Co.

Directors

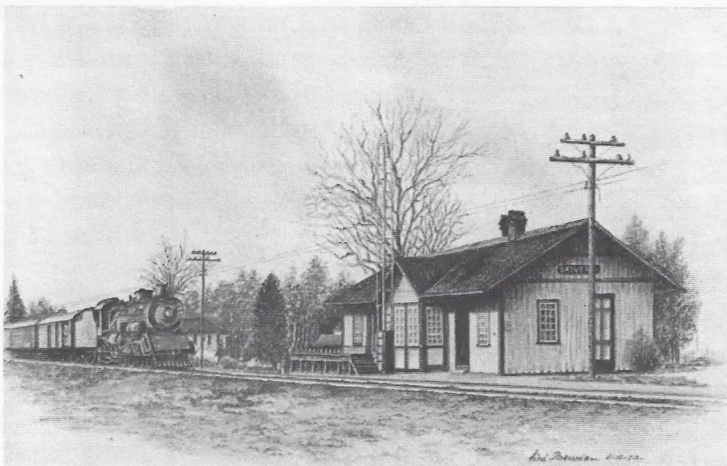
W. N. Camp - Suffolk
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Clayton Dennis - Machapungo
J. G. Neal - Suffolk

The road is seven miles long
*from the Thirteenth Annual Report of the
Railroad Commissioner of the State of
Virginia 1889*

*Have we omitted a place along the
Railroad that is dear to you? Supply a
picture and information for a future issue
and we'll be glad to use it. SFW

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*The Atlantic Coastline station at Driver was built
in the nineteenth century. It has come into the
twenty-first century as Virginia Beach Feed and
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